

Intimations.

WM. POWELL,
LIMITED.

"ALEXANDRA
BUILDINGS,"
Des Vaux Road.

**DRESS-
MAKING.**

FIRST-CLASS
STYLE,
CUT AND FIT
GUARANTEED.

NO EXORBITANT
CHARGES MADE

Estimates always
given.

**DRESS
FABRICS**

In Large Variety,
comprising

COLOURED

LINENS,

MERGERISED

LAWNS,

PRETTY

MUSLINS,

DRILLS,

PIQUES,

ALPAGAS,

FOULARDS,

&c., &c., &c.

INSPECTION INVITED.

Wm. POWELL, Ltd.,

HONGKONG.

Hongkong, 1st August, 1905.

Intimations.

**THE HONGKONG, CANTON, AND
MACAO STEAMSHIP COMPANY,
LIMITED.**

NOTICE TO SHAREHOLDERS.

THE SEVENTY-EIGHTH ORDINARY
HALF-YEARLY MEETING OF
SHAREHOLDERS in the Company will be
held at the Office of the Company, No. 18,
Bank Buildings, Queen's Road Central, on
TUESDAY, the 15th August, at 12 o'clock
Noon, for the purpose of receiving the Report
of the Directors, together with a Statement of
Accounts, declaring a Dividend and electing
Directors and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 1st to 15th August,
both days inclusive.

By Order of the Board of Directors,

T. ARNOLD,
Secretary.

Hongkong, 22nd July, 1905.

**HONGKONG AND SHANGHAI BANK-
ING CORPORATION.**

NOTICE is hereby given that the ORDINARY
HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation
will be held at the CITY HALL, Hongkong,
on SATURDAY, the 19th day of August next,
at Noon, for the purpose of receiving the Report
of the Court of Directors together with a Statement
of Accounts to 30th June, 1905.

By Order of the Court of Directors,

J. R. M. SMITH,
Chief Manager.

Hongkong, 31st July, 1905.

**HONGKONG AND SHANGHAI BANK-
ING CORPORATION.**

NOTICE is hereby given that the REGISTERS
OF SHARES OF the Corporation will be CLOSED from SATURDAY, the
5th, to the 19th day of August next (both days
inclusive), during which period no Transfer of
Shares can be registered.

By Order of the Court of Directors,

J. R. M. SMITH,
Chief Manager.

Hongkong, 31st July, 1905.

**HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.**

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY
MEETING OF SHAREHOLDERS of the Company,
Queen's Buildings, Connaught Road, on MON-
DAY, the 21st August, at 12 o'clock Noon, for
the purpose of receiving the Report of the
Directors and the Statement of Accounts to
the 30th June, 1905.

The TRANSFER BOOKS of the Company
will be CLOSED from the 7th to the 21st
August, both days inclusive.

By Order of the Board of Directors,

THOS. I. ROSE,
Secretary.

Hongkong, 27th July, 1905.

**CHINA SUGAR REFINING COMPANY,
LIMITED.**

NOTICE.

IN accordance with the Provisions of No. 121
of the Articles of Association, the General
Agents have this day declared an INTERIM
DIVIDEND OF TEN PER CENT. for the half-
year ending 30th June, 1905, on the Paid-up
Capital.

DIVIDEND WARRANTS payable on
FRIDAY, the 18th August, will be issued to
Shareholders on application.

The TRANSFER BOOKS of the Company
will be CLOSED from 5th to 18th August,
both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, 31st July, 1905.

**GOVERNMENT OF BRITISH NORTH
BORNEO.**

GOVERNMENT OF LABUAN.

REVENUE FARMS FOR 1906, 1907, 1908.

TENDERS will be received by the Secre-
tary to the Governor, Sandakan, on or
before 2nd October, 1905, for the following
REVENUE FARMS, for the year 1906, or for
the three years 1906, 1907, 1908.

OPIMUM FARM.

SPIRIT LICENSE FARM.

PAWNBROKING FARM.

CUSTOMS FARM (North Borneo only).

GAMBLING RESTRICTION FARM
(North Borneo only).

For particulars, apply to—

GIBB, LIVINGSTON & Co.,
Agents, British North Borneo Co.,
Hongkong.

Hongkong, 22nd July, 1905.

NOTICE.

THE HONGKONG AND CHINA GAS
COMPANY, LIMITED, beg to notify
the Public that in addition to the recent
REDUCTION IN PRICE OF GAS to \$3.00
PER THOUSAND cubic feet, they now
offer the following FAVOURABLE TERMS
to INTENDING CONSUMERS:—

1. SERVICES up to 50 feet in length will
be laid FREE.

2. NO CHARGE will be made for METER-
FIXING.

THESE CONCESSIONS will only apply to
houses in which the work of fitting internal
pipes is carried out by the Gas Company.

ESTIMATES for any kind of Gas-fitting
will be supplied WITHOUT COST to intend-
ing or existing customers.

The Company Hire or Sell all kinds of Gas
Fittings whether for Heating, Cooking or
Lighting—and INVITE INSPECTION of
their Stock and their NEW SHOW ROOMS at
WEST POINT.

GEORGE CURRY,
Local Secretary.

Hongkong, 15th June, 1905.

THE INTERNATIONAL RED
CROSS SOCIETY.

The letters from Mr. Webster and other mis-
sionaries in Manchuria which we have pub-
lished from time to time, and the letter from Dr.
Christie which we extracted a few days ago
from the "China Medical Missionary Journal,"
have given our readers some idea of the splen-
did relief work that has been done and is still
being done at the seat of war, but otherwise
the work has been done so quietly and unob-
trusively that its extent and value have been
hardly realised. The Shanghai Branch of the
International Red Cross Society was founded,
in the words of the prospectus issued in March
1904, "for the purpose of enabling persons of
all nationalities to join in the relief of suffering
occasioned by the war between Russia and
Japan under the rules of the Geneva Con-
vention. In particular it is considered that
endeavours should be made to succour such
non-combatants (whether neutral or belonging
to one of the belligerent nations) as by reason
of their proximity to the seat of warfare in danger
or distress." That the claims of the Society
have not been more strenuously urged on
foreigners in North China is due to the noble
liberality of the Chinese, who have contributed
to date no less a sum than four hundred
thousand taels to the funds of the Society. In
the letter from the chairman of the Society, Mr.
F. Anderson, which we published last week,
a short sketch was given of the good work
that has been done in the past sixteen
months:—

"Over 100,000 refugees have been sent to
their native districts; the Chinese railway and
steamer companies have co-operated gener-
ously in the work, either granting free passages
or accepting greatly reduced fares. The Chinese
Telegraph Administration send all telegrams
free of charge. About 150 cases of hospital
supplies, thousands of piculs of grain, and last
winter over 15,000 suits of wadded garments
have been forwarded from there. Food and
shelter have been provided for a constant
stream of refugees, and for thousands of wo-
men and children who are utterly destitute.
Branch societies engaged in active work
have been established in Chefoo, Tientsin,
Newchwang, and about a dozen other places
in Manchuria, including Liaoyang and Muk-
den."

"Experienced and competent foreigners and
Chinese are in charge everywhere. The
Scottish and Irish Presbyterian Missions have
placed their hospitals and men at the disposal
of the Society."

Mr. Anderson goes on to mention that the
Empress Dowager contributed Tls. 100,000,
of which half was given to form a Chinese Red
Cross Society, and half to the Shanghai Inter-
national Society. Chinese, mainly in Shanghai,
have contributed Tls. 350,000, and foreigners
something under Tls. 70,000. But it is not
only the money that has been subscribed, but
the splendid way in which it has been dealt
with, for which we have to praise and thank our
Chinese fellow-residents. The distribution of
money has been practically left entirely to the
foreign members of the executive committee.
Whenever a sum of money, however large, has
been wanted in response to a telegram from
the seat of suffering, it has been instantly
forthcoming. The executive committee sug-
gested that as Mr. Webster had devoted his
whole time to the Society's work, the Mis-
sion should be relieved of the expense of
his salary during the period for which
he had to suspend his regular mission
work. The immediate reply was a cheque for
£350. The broad-mindedness, liberality, and
unfailing courtesy of the native merchant prin-
ces of Shanghai, and the confidence which they
display in the foreigners whom they know,
evinced once more in the transactions of the
International Red Cross Society, make us wish
that the government of China were in their
hands instead of in those of the obsolete and
ignorant officials at the Capital.

Large as the contributions of the Chinese
have been, more money is wanted, and
more than the foreigners here can be
expected to spare. It is for this reason that
appeals have now been sent to the Governors
of Hongkong and the Straits Settlements, and
to London, America, and Germany. The ex-
ecutive committee of the Society "have just
received a telegram from Newchwang in which
the Committee there unanimously appeal for a
hundred thousand taels for relief of great and
widespread distress, and it is evident that as
the winter approaches, there will be further ur-
gent appeals for aid, to which it will be impos-
sible to respond if we rely solely upon our local
resources." While we may well hope that
these appeals to the outside world will not be
in vain, we must be prepared to add to
what we have already done, and it will
have been seen that a public meeting is to be
held here later on at which the claims of the
Society will be urged, and the community will
be again asked to assist in relieving the wide-
spread destitution and suffering amongst the
inhabitants of Manchuria in the area directly
affected by the war.—N. C. D. News.

A FIRST BALL.

It was all very different in the seventies!
Young men and young women did not dance
to the tune of charity bazaars or other philan-
thropic institutions; there were hostesses in
those days, and dances were given in private
houses; naturally there were good, bad, and
indifferent. It was a great thing for the de-
butee to come out at a good house and get her
first taste of the ball-room under happy auspi-
ces.

We made our way up the great staircase
amid banks of flowers; the intoxicating
waves of a lovely Viennese waltz floated
down to us as we went. "This is my first
dance!" said a young and very pretty girl
with a Greuze-like face shining from a cloud
of white tulle. "Is it indeed?" rejoined the
tall, grave man standing beside her, and he
blushed. Why did the tall, grave man blush?
We shall never know, for in our hurry to reach
the ball-room we lost the rest of the conversa-
tion; we only heard from a dancing lady of
many summers, "How truly idiotic of her!"
But then again we did not know whether that

remark applied to the Greuze-like young girl,
and if it did, why she was so "truly idiotic."

But now we found ourselves in the ball-room.
It was a pretty sight. Great festoons of roses
hung from every doorway and were wreathed
round every mirror. There seemed to be hun-
dreds of wax candles all round the rooms
shedding a golden and most exquisite light.
The girls were in the strictest of dresses
floating about "like white birds," as Charlotte
Brontë described her first sight of fashion-
able ladies. But the music! The music was
exquisite! How seldom is it that in England
you can hear dance music as it should be
played with the long swing of the musical
phrase, so melancholy, and the lift of the
dancing feet. There were in this case several
instruments—violin, cello, and some wood—
but the man at the piano was the master
spirit, his long thin body swayed to the rhythm;
it was he who set the time and gave life to the
measure.

Ball-room conversation is apt to be scrappy
except for those who are sitting out. The very
young think all is waste-time when they are
not dancing, and they scorn the staircase and
the other expedients of the more mature. But,
even so, strange discoveries and shifts of con-
versation were borne to pierce in the mazes
of the value. We heard, how a serious
man, whose education had been neglected,
had taken lessons in dancing that he
might be able to dance with a merry
slip of a girl who had danced from her cradle.
It was his first exhibition of the acquired art,
and it left much to be desired; but we may be
sure that in her hands he would soon achieve
the necessary ease and agility. Then one heard,
"What, for the fifth time? But whether a dance
or a proposal for life one could not tell; and
then in another low voice, "I have discovered
your secret." Chaperons were supposed to have
but a dull time of it, but it seemed to me that
the air was electric with intimations and res-
ponses.

The fun had been steadily growing ever fast-
er and faster; but supper-time came at last,
and the instrumentalists left the dance-room.
Those who knew understood well that Mr. Z.,
the pianist, kept some of his best and most
sympathetic airs for that half-hour when he
played solo, and a few couples had come up
and were enjoying the larger space and the
delicious music. Mr. Z. was well
known to the givers of the dance as
something of a genius. His large repertoire
was laid before them and he was skilful in
making suggestions and remembering favourite
pieces. We went to the piano to thank him
for his music and to ask for some new value,
but were horrified at his appearance. His face
was ashen grey, his mouth drawn, his hollow
eyes were ringed with black as from pain and
sleeplessness. "Are you not well, Mr. Z.?"
Can we get anything for you? Can we do any-
thing?" He looked at us with a faint smile.
"No," he said, "nothing. My wife's dead."
She died this morning. I have left her on the
bed at home." He shuddered. "We have
only been married a year. I had to come out
to-night. I wanted money to bury her." He
bowed his head, and the sensitive long fingers
plunged into the measure of the "Blue Danube."

Auction.



PUBLIC AUCTION.

THE Undersigned have received instructions
from the Official Receiver, to sell by
PUBLIC AUCTION,
TO-MORROW,

the 9th August, 1905, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,

SUNDRY

HOUSEHOLD FURNITURE,
Comprising:—
MARBLE-TOP SIDEBORD with BE-
VELLED GLASS, LEATHER-COVERED
DINING ROOM SUITE, DINNER WAG-
GONS, TEAKWOOD OVERMANTLES
with BEVELLED GLASS, MARBLE-TOP
TABLES, TEAKWOOD WARDROBES
with BEVELLED GLASS, MARBLE-TOP
BUREAU with BEVELLED GLASS, CUT-
VELVET PICTURES, CURTAINS, ELEC-
TRIC FAN, BLACKWOOD FURNITURE,
&c., &c., &c.

ALSO

One RICKSHA.

Now on view.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 8th August, 1905.

Insurance.

**NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.**

THE Undersigned AGENTS of the above
Company are prepared to accept First
CLASS FOREIGN AND CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.

Hongkong 28th May, 1905.

Hotel.

**OCCIDENTAL
HOTEL.**

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

Consignees.

S.S. "ARMAND BEHIC."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London,
ex s.s. *Guadiana* and *Charente*, and
from Bordeaux, ex s.s. *Ville de Dunkerque*,
Ville d'Arras, and *Ville de Lille*, in con-
nection with above Steamer, are hereby
informed that their Goods, with the ex-
ception of Opium, Treasure and Valuables
are being landed and stored at their risk
into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after MONDAY, the 14th instant, at Noon,
will be subject to rent and landing charges.

All claims must be sent in to me on or before
the 14th August, or they will not be recognised.

All damaged packages will be examined on
MONDAY, the 14th August, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 7th August, 1905.

FROM HAMBURG, BREMEN, ROTTER-
DAM, ANTWERP, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"SAXONIA."

Captain Hoppe, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 14th August will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 14th August, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA-LINIE.

Hongkong Office.

Hongkong, 7th August, 1905.

**PORTLAND AND ASIATIC STEAMSHIP
COMPANY.**

NOTICE TO CONSIGNEES.

STEAMSHIP "ARABIA,"
FROM PORTLAND (OR.) YOKOHAMA,
KOBE AND MOJI.

THE above steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersignature
and to take immediate delivery of their
goods from alongside.

Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

S. SILVERSTONE,
Acting General Agent.

Hongkong, 3rd August, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CANDIA."

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
reel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
4 P.M., TO-DAY.

Goods not cleared by the 10th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godown for examination by the Consignees
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.

No claims will be admitted after the Goods
have left the Godowns.

L. S. LEWIS,
Acting Superintendent.

Hongkong, 3rd August, 1905.

Dentistry.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY,
37, DES VAUX ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.

Hongkong, 22nd July, 1905.

TSHI TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1905.

Intimations.

THE WORRIED WOMEN.

They say men must work and women must
weep; but alas, in this too busy world women
often have to work and weep at the same time.
Their holidays are too few and their work
heavy and monotonous. It makes them
nervous and irritable. The depressed and
worried woman loses her appetite and grows
thin and feeble. Once in a while she has spells
of palpitation and has to lie up for a day or two.
If some disease like influenza or malaria fever
happens to prevail she is almost certain to have
an attack of it, and that often paves the way for
chronic troubles of the throat, lungs and other
organs; and there is no saying what

Intimations.

A. S. WATSON & CO.,
LIMITED.

WATSON'S
E
VERY OLD LIQUEUR
SCOTCH
WHISKY.

THIS
CELEBRATED
BLEND
OF
THE FINEST
WHISKIES
IN SCOTLAND
IS CHARACTERISED BY ITS

FINE FLAVOUR
AND
MELLOWNESS

ATTAINED ONLY BY
GENUINE
QUALITY
AND
GREAT AGE.

Per Dozen \$16.50.

A. S. WATSON & Co.,
LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.
Hongkong, 22nd July, 1905.

BAHADUR
CIGARS.

THE
PREMIER CIGAR
OF
INDIA.

No. 1 - \$2.75 - per 100

No. 2 - \$2.50 - per 100

No. 3 - \$2.25 - per 100

Gregor & Co.,

SOLE AGENTS.

Hongkong, 8th July, 1905.

On the 2nd August, at No. 4, Haskell Road, Shanghai, the wife of S. MESS, of a son.

The Hongkong Telegraph

HONGKONG, TUESDAY, AUGUST 8, 1905.

NATIVE PASSENGER BOATS.

The paragraph printed in our columns last evening, relating to the issue of new regulations to ensure better control over steam launches moving between ports and inland cities, is a measure of some considerable importance. At present the Imperial Maritime Customs exercises but little supervision over the native craft, and considering the large amount of traffic inland by launches and their towing the desirability of taking every precaution to ensure the safety of the passengers is apparent. In our own immediate neighbourhood this special traffic is growing yearly, and while no reliable statistics can be furnished the mere fact that Kongmoon and additional Ports of Call on the West River have been opened to trade and the railway to Samshui completed a fresh stimulus has been given to shipping and to trade generally. A very large number of Chinese from towns and villages in the country around Canton undoubtedly take advantage of the many facilities provided for travelling over the unrivalled waterways of the delta, and in fairness to those responsible for their safe conduct it should be stated that the immunity from accidents enjoyed by them is extraordinary and cannot be attributed solely to the proverbial luck of the Chinese. The navigation of the native craft is exceptionally good albeit at times foreign travellers fear disaster when being swept along by a six-knot current or swinging around a sharp bend in a stream which is nearly blocked by rafts or boats. There are times, especially when the rivers are swollen, that fatalities have to be recorded, as witness the disaster at Kongmoon not many weeks since when quite a number of lives were lost. In this instance, however, the catastrophe seems to have been occasioned by the passengers themselves; for, in their haste to board a steamer, they rushed to the side of the native craft with the result that the roof collapsed and many of them were thrown into the water. But the blame was evidently attaching to those in charge of the boat; for had they taken the necessary precaution to ensure the better control over the passengers and to provide a structure of sufficient strength to withstand the weight of those who invariably crowd on to coverings to these boats during their journey through the Delta the accident would have been averted. The Inspector-General of the Customs, recognising that he has but little control over these native craft, has now taken measures to place the responsibility of towing boats exceeding the number settled by regulation, or containing an excess of passengers, on persons in charge of the steam launches. For such an offence they will be fined \$250 each time they are found guilty, and if through towing such boats any accident, followed by loss of life, occurs, persons in charge of the launches will be severely punished. At the present time native steam launches at Canton have to be registered and surveyed by officials of the Customs, and in this connection it may not be uninteresting to note that a Mr. Appleby, who was at one time the chief engineer of one of the Chinese revenue cruisers, is now acting as inspector of this craft in that city. The survey of these launches is carried out in a manner which renders it out of the question for the boats to be other than fit for the work for which they are intended. Of course, it is well known that when once they have been permitted to get into such a condition that the Customs would refuse to pass them they go under the British flag and serve for another term upon the waters of the delta. At present the British Consul-General has made some temporary provision for surveying these launches, but until such action is taken as will adequately ensure the prevention of unseaworthy craft flying the British flag accidents of one sort or another will crop up, and loss of life and property will follow. If the Customs could exercise control over the passenger boats the difficulty would be better met, and pending an opportunity for introducing this desirable reform the only course open to the officials is to place the responsibility for the safe conduct of the passengers on the steam craft towing the passenger boats.

LOCAL AND GENERAL.

JACK MCALIFFE, the pugilist, is now at Taiping.

QUEEN MARGHERITA, the mother of the King of Italy, intends to undertake a trip to Japan shortly.

THE Navy League Journal for July reproduces an excellent portrait of Rear-Admiral C. G. Robinson, commanding the reserve division at Davenport and recently the commodore on the China station.

A FATAL case of plague has been notified as occurring in Victoria Gaol.

THERE were 166 non-Chinese and 48 Chinese visitors to the City Hall Reading Room during the week ending the 5th inst.

MR. H. J. Capper, the senior proprietor and editor of the *Times of Ceylon*, died at London on the 23rd July at the age of 47 years.

THE Maitchi states that the Korean Emperor is about to present gold watches to a number of the Japanese officers and officials in Korea.

LEAVE of absence to the neighbouring countries has been granted to a medical officer—Lieutenant H. G. Messenger, Army Ordnance Department, from 9th to 8th October.

LEAVE of absence to the neighbouring countries has been granted to the undermentioned officers:—Royal Garrison Artillery—Captain F. L. Bennett, from 9th inst. to 27th September. Royal Engineers—Lieutenant W. C. Cooper, from 11th inst. to 11th October.

MR. J. Hanson, Chief Inspector of Detectives, appeared before Mr. F. A. Hazland this morning to apply for the extradition of Li Pak Hoi, who is wanted by the Chinese authorities for participation in an armed robbery in territory under the jurisdiction of China. Evidence of the arrest was given, and a remand asked for and granted.

It is rumoured in Taiping that Dr. Gerard has been offered and has accepted an appointment in the Hongkong Government Medical Service. We (*N. C. D. News*) understand that at Tientsin and Newchwang the boycott has been practically abandoned, and that its hold on the Chinese merchants and tradespeople here is by no means strong.

THE Colonial Veterinary Surgeon reported to the Sanitary Board to-day the occurrence of a case of anthrax at the Kennedy Town Cattle depot. A buffalo, with 26 more, came from Hoihow on the 20th ult., and the next day the buffalo was found dead of anthrax. The others were at once segregated and the sheds washed and disinfected.

At the Sanitary Board meeting to-day the Sanitary Surveyor submitted his report for the second quarter of 1905. This showed that the drains of 186 houses were attended to and put in order during that period and that 116 choked drains on private property were cleaned and repaired. Mr. A. Rumjahn, in a minute, pointed out a nuisance from drains in Leighton Hill Road, and asked what steps were being taken to remove it.

THE action in which the Sam Choy Brick and Tile Company sue the Wing Wo Company for \$37,792 being the balance due for goods sold and delivered—previously, before the Court—again came up for hearing this morning. His Honour Mr. A. G. Wise, Puisne Judge, on the bench. The question now before the Court related to the hearing upon the case of a judgment delivered some years ago in an action between the same parties. It was decided to continue the case until Friday, in order that the solicitors might look into the accounts.

THE Shiu On S.S. Co., Ltd., and the Yuen On S.S. Co., Ltd., are now catering for those desirous of a short trip at the week-end and are unable to catch the earlier boats to Macao on Saturdays. The former company announce that the *Kwong Chow* leaves Hongkong every Saturday at 6 p.m. and returns from Macao at 10 a.m. on Sunday, while passengers desiring to remain longer in the neighbouring settlement may return by the Yuen On Co.'s *Kwong Tung* at 9 p.m. the same day. The *Kwong Tung* leaves here every Sunday at 8 a.m. Special reduced fares have been made while meals can be obtained on board of both steamers.

ACCORDING to a letter received by the Chinese Merchants' Defence Association at Sydney on the 3rd ult., 26 stowaways, found on the Norddeutscher Lloyd's steamer *Prinz Waldemar*, on her arrival in Sydney from Hongkong at the end of May last, have been put to work on a German plantation in New Britain. A Chinese resident in New Britain has conveyed this information to his countrymen, and he has asked the Association to take steps to have the stowaways taken to Hongkong. These 26 Chinese were in the possession of fraudulent clearance papers. It is stated in the letter in question that the Chinese are undergoing a sentence of twelve months' imprisonment with hard labour.

THIS morning Mrs. Quinn appeared before Mr. G. N. Orme to prosecute her house boy, Lau Lui, for disobedience of orders, and using abusive and insulting language to her, at No. 43, Caink Road, yesterday morning. From the evidence given by prosecutrix, it appeared that yesterday morning while serving breakfast, the boy held a dish so carelessly that he let a mutton chop fall upon the floor, and coolly picked it up with his fingers, and replaced it on the dish. Seeing this a boarder in the house boxed his ears, and ordered him to take the chop to the cook to be redressed. The boy refused to do this and left the house. At about ten o'clock he returned and began putting his things together, saying he was going to leave. Mrs. Quinn told him he could not leave, and ordered him to go about his work. The boy then commenced to shout at her, using abusive and insulting language, so that she sent for the police and gave him in charge. The boy said he used a spoon as well as his fingers to pick up the fallen chop. Asked if he had any witnesses he said he had one, "the former No. 1 boy who was away in the country." As that boy had been away some time, and the trouble only occurred yesterday Mr. Orme failed to see the use of calling him. He said that the defendant was wrong to abuse his mistress and to attempt to run away against her orders. The gentleman who boxed his ears had no right to do so. The boy was fined \$5, and told he could have a summons for the assault if he wished.

BATTERY PATH CASE.

THE CHARGE OF MANSLAUGHTER.

At the Magistrate's this afternoon Aaron Ellis appeared before Mr. Hazland charged with the manslaughter of Richard Sampson, R.G.A., at Battery Path on the morning of the 17th ult. Mr. F. B. L. Bowley, Crown Solicitor, prosecuted, and Mr. P. W. Golding defended.

In opening the case for the prosecution Mr. Bowley said that Richard Sampson had been a gunner in the R.G.A., 88th Company, for many years, and bore an exemplary character. In December of last year he was placed in the Military police, where he served till the time of his death. On the 16th of July last deceased went on patrol duty in the Eastern district, until midnight, when he returned to his quarters in the Military Prison in Queen's Road. He remained there only for a short time and went out again on to the Queen's Road. They had evidence to prove the movements of the deceased up to this point, but afterwards they could only surmise what he did. At 12.30 a.m. he met two women—Misses Lillian Desbien and Bessie Radcliffe. He accosted one of them, and, it is alleged, seized the shafts of the ricksha in which she was riding and struck her on the mouth. Miss Desbien called out to her companion, who was in another ricksha, and as they stopped deceased left them and went up Battery Path. The defendant then came up from the opposite direction and asked them what was the matter. Miss Desbien told him that a soldier had struck her, and defendant asked which way he went, and on being told he had gone up Battery Path he went up, and returned in a short time. Miss Desbien then asked him what he had done with the soldier, and defendant said "I have knocked him down." Miss Desbien went up the path till she came to the soldier who was lying prostrate, and she kicked him and asked his name, but getting no answer, she took the regimental badge from his arm with the object of identifying him later. The defendant and the two women then went to the Owl Grill and had some refreshments, and returned to Battery Path at half-past one in the morning. They then found the soldier had gone, but saw a big pool of blood where he had lain. Afterwards they returned to Thomas's Hotel, where they were all living. To summarise the facts as alleged, the defendant hearing Miss Desbien's complaint followed the soldier and meeting the deceased, struck him with the intention of inflicting some punishment upon him for his conduct to the woman. He met and struck him and the deceased fell down, and, as the doctor's evidence would show, fractured his skull. He was found by an Indian sergeant and removed to hospital where he died later. Dr. Bell had examined him and found the skull fractured so badly that it was practically cracked all round at the base of the brain. He had a wound on his left eye, and a clot of blood was pressing on his brain, but except that the cartilage of the nose was displaced there were no other marks of violence on the body. When the defendant and the two women were at the Owl Grill they noticed blood on defendant's hand and he remarked he supposed it was caused by the gunner's teeth. From information received Detective Inspector Hanson traced defendant to the Hongkong Hotel, where he arrested him and charged him with the murder of the deceased. After his arrest the defendant had an interview with Mr. Hanson, in the presence of Mr. Golding and himself, and made a voluntary confession which Mr. Golding took down in writing, and which witness signed. On account of that statement an application was made for the reduction of the charge to one of manslaughter, which his Worship had granted. He would produce evidence in support of his case after hearing which he would ask his Worship to commit defendant to take his trial at the next Criminal Sessions for the manslaughter of Richard Sampson, R.G.A.

William Bissell, engineer in the P.W.D., produced a plan of Battery Path and the surrounding district.

Sergeant Crana, of the 88th Co. R.G.A., said the deceased was a member of witness's company in which he had served about eight years and nine months. The 88th Company, reached Hongkong on the 14th of December last. Shortly after his arrival deceased joined the garrison police. There was nothing against deceased on the record of his company that witness was aware of. Witness identified the body of the deceased in the Mortuary of the Government Civil Hospital and he made all necessary arrangements for the funeral.

Cross-examined by Mr. Golding—He had known the deceased for about four years; he knew him in Malta and Ceylon. He did not know whether he was a teetotaler. He never saw him take a drink. He knew nothing about deceased's character regarding women, but according to his attestation he was unmarried. The company felt very strongly about this case; the feeling against the accused was rather vindictive. Deceased was about 5 feet 8 inches in height, and his weight would be about 125 stone.

Re-examined by Mr. Bowley—There was a regulation in force that the non-commissioned officers were not to drink with the men.

Sergeant Gillespie said that between seven o'clock and a quarter to ten deceased could go where he pleased. After the quarter to ten parade deceased was on patrol duty at the Eastern end of the town. When witness was on his round that night he saw deceased at the corner of Arsenal Street and Queen's Road, East. He was in his company until half-past eleven o'clock, and his patrol duty completed at midnight. It was his duty then to return to barracks and report at once. After midnight the military police are not allowed out of barracks. At 3 a.m. on the morning of the 17th July, in consequence of a telephone message he searched the barracks and found deceased was not there. He then went to the Government Civil Hospital and saw him in a ward. When he last saw deceased at 11.30 p.m. he was quite sober. He was in an unconscious condition when he saw him in hospital.

Cross-examined—Duty on the *Manes* is not popular. Deceased was not a teetotaler, but witness never saw him under the influence of liquor. Military policemen on patrol duty may enter public houses if they are required to quell a disturbance or to restore order, or if they have to search for absentees. There is no hard and fast rule against the military police entering a public house. Witness did not know if deceased had any drink on the night of his death. He knew of nothing against deceased's character as far as women were concerned.

W. J. Woodham, a private in the Royal West Kents, and at present performing police duty, said that on the 16th July they had just finished a week's term of duty on the *Manes*. He thought deceased went ashore once during that week. On the night of the 16th ult., witness was on patrol duty with Gunner Sampson. Between six and eight o'clock deceased had two pints of beer in witness's presence; between then and midnight he only had one glass of beer at the Prya East Hotel. They got to quarters at ten minutes past twelve o'clock, and witness reported to the sergeant "all correct." Deceased was quite sober that night. Witness identified the blood-stained tunic and cap produced, as those belonging to deceased. He had often seen deceased under the influence of liquor; but he was quite sober that evening.

Cross-examined—Deceased did not say where he was going when he went out again after returning from duty. Witness thought he was going to Wellington Street to get some supper. It was not usual for him to do so. He could not say whether deceased ever broke barracks for the purpose of meeting women. Deceased was not what one would call a pugnacious man; he was a quiet man, and witness never knew of his creating a disturbance, in any way. It came to him as a matter of surprise to hear that deceased accosted some ladies in rickshas. Witness was a good deal in the company of deceased, but the latter did not speak much about himself, and gave witness no information about his goings and comings. Deceased had a glass of beer; that was contrary to the regulations. The Military police frequently had for a glass of beer while on duty, but it was not witness's habit.

Re-examined—The two stripes on the tunic of deceased were good conduct badges. Case adjourned until to-morrow; bail as before.

PAINTERS AT VARIANCE.

A PARTNER WITHOUT PARTNERSHIP BOOKS.

In the Court of Summary Jurisdiction this afternoon, before His Honour Mr. A. G. Wise, Puisne Judge—Tsang Shui Hung, 39, Market Street, Hongkong, sued Tsang Ken, 16, Bulkeley Street, Hunghom, in the sum of \$100.65 in respect of a balance due for goods sold and delivered.

Mr. R. Harding (Messrs. Evans, Hamon & Harding) appeared for the plaintiff; Mr. R. F. C. Master (Messrs. Johnson, Stokes & Master) appeared for the defendant. It was explained that the defendant had been in the employment of the plaintiff, a painter, until May this year, when a charge was brought by the plaintiff against the defendant of embezzlement of moneys which had been collected at the Kowloon Docks, to the amount of \$1,062. When the defendant was arrested \$466 was found in his possession, and when the Magistrate dismissed the charge he ordered that money to be handed over to the defendant's solicitors in order that accounts might be settled between the parties. An account for \$17 was made out and paid. The defendant now argued that the receipt then gave for that money was a receipt in settlement of all claims against him. But the plaintiff maintained that it was only an acknowledgment for money due in respect of the clock works. The point before the Court was whether the receipt for \$17 was a receipt in settlement of all claims or not.

The plaintiff stated that the defendant was in his employment until 30th April last when he left on being prosecuted on a charge of embezzlement. Mr. Harding explained that the Police Court proceedings only concerned the money received from the docks and said that there was other money due which was not then dealt with. He held that the defence that the receipt for the \$17 barred further claims was not valid.

His Lordship—If I could find out what you are fighting about we might arrive at some conclusion.

The defendant, in the witness box, said he had been a partner with the plaintiff for ten years, up to the time that he was prosecuted. Asked whether he had any books to prove that statement, the defendant said he had never held the books.

His Lordship—Ten years a partner and no books?—I was not the accountant.

His Lordship—Ten years ago there was not a shop in this town which did not have partnership books. Now they have none.

Did you get wages?—I got \$15 a month.

As wages?—We both got \$15 a month and divided the profits.

Eventually after hearing considerable evidence from the plaintiff and defendant, his Lordship non-suited the plaintiff.

ALLEGED MANSLAUGHTER

ON THE HIGH SEAS.

When the German s.s. *Adria* arrived in port yesterday, and the Chinese passengers landed, they told a story implicating the second officer of the ship in a very serious charge. According to their tale when the vessel was one day out from Shanghai, the second officer hustled all the Chinese stowaways forward to facilitate the collection of their tickets. Having a rope in his hand he was striking the passengers with it to make them move on quickly and they allege that he struck one man in such a manner as to knock him overboard. They declared that the steamer was stopped, a boat lowered, and a search made for the man overboard, but he could not be found.

Such is the story told by the Chinese passengers to the police, who are now investigating the matter, but as the alleged occurrence would have taken place on board a German vessel on the high seas, it seems to be out of the jurisdiction of the local Courts, and apparently a matter for the German Consul-General to deal with.

HEIGHT OF HONGKONG BUILDINGS.

IMPORTANT RECOMMENDATIONS.

At the fortnightly meeting of the Sanitary Board this afternoon, the recommendations of the Committee appointed to consider in what cases buildings should be allowed to exceed a height of 76 feet were submitted. These dealt with the type of building in which such height should be permitted, and stated that exemptions from section 188 of the Public Health and Buildings Ordinance, 1903, should only be granted in the case of hotels and large blocks of offices of European design, regard being had in every case to the possibility of obstruction of light and air from the adjacent and opposite properties, as well as from portions of the building itself, which must be secured by the setting back of any portion of any story which is more than 76 feet above the level of any side street or of the backyard of the building, so that it shall fall within a line drawn, at such level, at an angle of 63.5 degrees with the horizon. It was further stated that in no case shall the height of the building exceed one and one-half times the width of the street on which it fronts, and in the case of land obtained from the Crown after February 21st, 1903, such height shall not exceed the width of the street on which the building fronts. Not more than six storeys shall be allowed in any case, and with the exception of two caretakers to each storey, only the four upper storeys shall be used for sleeping purposes. The ground storey shall not be less than 20 feet in height. No modification of the Ordinance in respect to verandahs at the side and rear of such buildings shall be granted in these cases, and where any street at the side or rear of such building is less than 50 feet wide no balcony shall be projected therefrom over Crown land in such street.

The following memorandum was submitted by the Medical Officer of Health: One of the most important results of limiting the height of buildings is the proper lighting of the ground floor, and lower floors. Darkness necessitates artificial light, and it is always accompanied more or less by dirt and dustiness. A house in Hongkong, erected on land obtained from the Crown after the passing of the Public Health and Building Ordinance, may be fairly compared with a house erected under the London Building Act on streets formed after 1904. Also a house erected in the Colony after the passing of the present Ordinance, but on land obtained before the passing of this Ordinance, may be fairly compared with a house erected in London under the 1894 Act, on streets formed from 1862 to 1894. It appears that to regulate the height of new buildings on old sites in Hongkong by the width of the streets alone is liable to have very serious effects upon the lighting and ventilation of the City. If the height of a house is governed merely by the width of the street on which it fronts, and if the limit of the storeys to a height of 15 feet only be insisted on in the absence of special strength of walls and be modified at once if the house be so built as to render it strong enough to bear storeys of over 15 feet in height, or in other words, if the Ordinance be mechanically administered without due regard to the sanitary questions of ventilation and illumination, the condition of houses in Hongkong in these respects will be far behind comparable houses in London. Properly in a tropical city, especially in one so unfortunately situated for matters of lighting and ventilation as is the city of Victoria, more effort should be made to obtain the beneficial effects of open spaces. The more buildings erected to excessive height, the greater will be the danger from overcrowding with its accompanying dirt and disease. When dealing with houses to be erected on land obtained from the Crown subsequent to the passing of Ordinance 1 of 1903, the law requires that the house shall be erected to a greater height than the width of the street on which it fronts. This law then fixes a minimum standard as necessary for the effect of the height of the buildings, otherwise this regulation would have no *raison d'être*. It follows therefore that there is an objection on sanitary grounds to buildings exceeding the height limit. On the ground of expediency, then, objection has been waived in the case of houses erected and to be erected on ground leased before the passing of this Ordinance. An important consideration is it is true, will make it clear that the limit to the height of buildings should not be exceeded except under the following circumstances: (1) When the building is so situated in the midst of open space which cannot be built over that its extra height will not affect the access of light to any of its windows; (2) Unless as a compensation for the effect of the extra height in lessening the lighting of the building and its cartilages there be a setting back of the floors in the manner provided for under the London Building Act; (3) When the extra height of a building will not deprive any neighbouring building of any of the light it would enjoy if permission for the extra height had not been granted; (4) when the building is not a "tenement house," as defined by Ord. 1 of 1903; (5) unless under a condition that such building be reduced at the expense of the owner to the height only to which it might have been built had the permission for the extra height not been granted, upon its owner being called upon so to do by the Government. I consider that a condition of this kind is necessary to provide for the effect of the gradual deterioration of property and its conversion into or approaching that of slum property. A similar condition with reference to verandahs may be seen in Ord. 1 of 1903, schedule E. 4. The recommendations were adopted.

SHIPPING AND MAILS.

MAILS DUE.

American (*Manchuria*) 9th inst.
English (*Dagad*) 10th inst. 4 a.m.
Australian (*Eastern*) 13th inst.
Canadian (*Empress of India*) 14th inst.
German (*Prussia*) 16th inst.
Australian (*Changhaia*) 19th inst.

The Silk ex C. P. R. Co.'s s.s. *Tartar* arrived at New York on 4th inst.

The Imperial German Mail s.s. *Wilhelm* left Sydney on Saturday at noon, and may be expected here on 28th inst.

The H. A. L. s.s. *Scandia* from Hamburg left Singapore for this port on 6th inst., a.m., and may be expected here on 12th inst., a.m.

The C. P. R. Co.'s s.s. *Empress of China* arrived at Shanghai at 7 a.m., on 5th inst., and leaves again at 10 p.m. same day for Nagasaki where she is due to arrive at 7 a.m. on 7th inst.

TELEGRAMS.

[Reuters.]

The Peace Conference.

LONDON, 6th August.

The plenipotentiaries have arrived at Oyster Bay; the Japanese Envoys were received by President Roosevelt on board of the Government yacht *Mayflower*, the Japanese preceding the Russians.

The "Empress of India" and the "Quang Tai" Collision in 1903.

The Judicial Committee of the Privy Council has affirmed the judgment of the Shanghai Supreme Court, finding the *Empress of India* solely to blame for the collision with the Chinese cruiser *Quang Tai* in 1903.

THE WRECK OF THE "CACILIE."

FURTHER PARTICULARS.

The following particulars are now published by the Navy Department concerning the wreck of the *Cacilie*:

The German Minister in Tokio having learned that the German steamer *Cacilie*, 1,258 tons, had stranded at Katakami-misaki (Cape Patience) on the eastern coast of Saghalien, and that a portion of the crew had landed at Tifmeme (T) in a boat, applied for assistance to be rendered to the crew. Succour was duly given by the squadron sent to the north, and the commander in charge of these operations has forwarded the following report:

"The correspondent of the *Iskat Anzeiger*, a journal published in Berlin, is the owner of the steamer *Cacilie*, the master of which was a commander of the German Navy in reserve. The steamer left Shanghai on June 4th, passed north of the Takatsura group and Oseki Island, proceeded along the Japanese coast some 50 to 60 miles off the shore, from the south of Hachijo Island and arrived at Petropavlovsk, Kamchatka, on the 15th. Leaving there on the 9th, the steamer encountered a gale and took shelter on the south of Hero-mushiro Island, and leaving on the 22nd, attempted to proceed direct to Nicolaievsk by way of the north of Saghalien, but was compelled to retire southward on account of floating ice. On the 27th the steamer stranded at Bratkovsk, about 25 miles north-west of Katakami-misaki. In spite of the bad weather and other obstacles we succeeded in rescuing the crew of the stranded steamer, consisting of four Germans, two Englishmen, one Norwegian, and thirty-six Chinese, one of them learnt that Baron Krieglstein arrived at Otaru on the 26th ultimo. We learn that Baron Krieglstein proceeded to Nicolaievsk overland."

THE WANDERER.

BY W. MONRO ANDERSON.

I met him on the steamer deck of a mail-boat lying in Hongkong harbour. He was leaning over the rail, chewing a quid of tobacco. His sallow face, prominent cheek-bones, and long loose limbs spoke eloquently of a life in the tropics. He seemed to be very intent on everything going on around him, everything except the bustling passengers pushing along the gangway with portmanteaus and packages of every shape and design. I leaned over the rail myself, and the stranger turned his grey-blue head slowly on my person. He said nothing, but went on chewing. It was half-way between Hongkong and Shanghai where he first took me into his confidence. He did not like Englishmen—at least he tried to make out he did not; but he loved the English mining laws. That expression of opinion led to mining talk. He had been five years in the Philippines away up where no other white man had reached. With two Moros he had eked out a fair living until fever got hold of him and compelled him to sell his claim. He was going back to Ohio with fifteen hundred dollars gold. He was sort of tired of being away from home and thought he would be glad to see the old place again. Sometimes the fever laid him out on the voyage, and steamer comforts do not tend to improve one's condition. He never complained, but went on chewing. At night he would lie in his bunk and talk to me, and I always knew when the fever was gnawing his bones, for that was the time when he would talk of home. "Guess it's about time I was back home, ag'in. Git some decent nursing then. Just like to lie down on the couch and look away out through the window at the mountains." Another time he would tell me how he used to think of home when lying out in the rainy season in the fever swamps among the Moros. He had mined in Canada, Korea, Australia, all over the States, and Chili; in fact, he had wandered over the face of the earth. His knowledge of the affairs of this world was almost complete. There was hardly a subject that he could not discourse on with eloquence and intelligence. I could see he was ill, and at times the poor fellow could hardly crawl out of his bunk. He seemed to get more yellow every day, and his cheekbones almost burst through the skin. "Don't think I shall leave home ag'in. Guess mother won't let me suffer like this." When we left Japan and headed for Vancouver the wanderer was happy. He kept his eyes straight ahead, for he knew the States were there. "Bin away from home fifteen times now, but shan't go ag'in." He told me that about a thousand times.

"Guess mother won't let me suffer like this. Reckon about two plates of porridge that sister makes will about put me right." The way he spoke of his mother and sister made me think, and think pretty hard, and I sometimes imagine mothers would be a kind of happy if they knew how the wanderer spoke and thought of them.

By and by the great snow-clad mountains of the West rose up before us, and the expression on the miner's face was like unto that of a man standing at the gates of Paradise.

Before bidding my friend good-bye I asked him what he was going to do, and he replied: "Well, guess I'll just stay at home with mother about a fortnight. Just want a bit of nursing, that's all. And then—Well, then, I'll take a run down to Panama. There's good mining down there."

And this was the man who would never leave home again. When I saw him last he was stepping into the train at Vancouver, and he was still chewing—F.M.G.

HONGKONG AND SHANGHAI BANKING CORPORATION.

From the eightieth report of the court of directors to the ordinary half-yearly general meeting of shareholders to be held at the City Hall, on Saturday, 14th inst., we learn that the net profits for the half-year ending 30th June, including \$493,408.75, balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts, amount to \$3,711,062.18.

The directors recommend the transfer of \$500,000 from the profit and loss account to credit of the silver reserve fund, which fund will then stand at \$8,500,000.

After making this transfer and deducting remuneration to directors there remains for appropriation \$3,196,062.18, out of which the directors recommend the payment of a dividend of one pound and fifteen shillings sterling per share, which at 4/6 will absorb \$622,222.22.

The difference in exchange between 4/6, the rate at which the dividend is declared, and 1/10, the rate of the day, amounts to \$87,111.11.

The Balance \$1,701,728.85 to be carried to new profit and loss account.

[The report will be printed in full in our issue to-morrow.]

AT MRS. BAY.

A BANK HOLIDAY TRIP WITH THE Y.M.C.A.

The crowd which gathered on the *Kwangtung* yesterday for a trip to Mrs Bay was not what Mr. Chesterton would call "orthodox." It was not inflated with the dignity of its own importance, which means to say that although a Y.M.C.A. gathering it was a Hongkong Y.M.C.A. gathering. It did not scramble hastily aboard; it meandered gently over the gangway "all nods and becks and wreathed smiles."

A few gay and callous youths ostentatiously carried a camera in one hand and, in the other, a copy of that beautiful work, "A Clue to the Noble Life." The ladies carefully concealed "The Delinquent" and displayed, "Home Chat" which is, of course, delightfully innocuous. Some few of the learned had burdened themselves with charts of Mrs Bay, a place that we have all heard of and few seen. There was, however, a total lack of formality, which spoke well for the Y.M.C.A. members and their friends.

A HUMOUR.

Shortly after the *Kwangtung* started an ominous rumour gained currency. A passenger asked—"How many excursionists are there?" The answer was "A hundred and forty-seven." "A which?" asked another. "Why the steward told me there was only chow for two and there are only plates for 30." But as every single young man swore to himself that he would be one of the 30 or 100, and each lady appealed to her cavalier to keep an eye on the canteen for her sake, the disturbing influence passed like a summer ephyrus. Indeed this little episode promoted the utmost good fellowship on board. The British who on ordinary occasions would have stalked the deck à la Ralph the Rover, casting stony glances at his fellow-passengers, could be seen button-holing diffident people with the stock remark—"Have you heard—?" and so on.

HALF RATIONS.

"Being a Y.M.C.A. affair there was no 'bar' of course, and thirsty people were obliged to regale themselves with mineral waters which was good for their health, if not for their tempers. Then a strange thing happened. The water supply ran short. Everybody felt like a Robinson Crusoe at the news. We were put on half rations. At 12 o'clock the well was drying up; at 12.30 there was no more to be got for love or money—that is to say *aqua pura*. At 1, those who could afford it were quaffing lemonade with a gusto undreamt of in their philosophy. At 3 the minerals ran dry and then we started on Tansan. People blessed the name of Wilkins for his discovery of Tansan. Fortunately Tansan held out till the end of the journey.

THE RUSH FOR TIFIN.

At tiffin time a small crowd edged towards the saloon. It was a cautious fore-seeing party, which pretended to be looking for the moon. Then it made a dive for the seats and loudly called for tiffin. The rest of the passengers dashed for the few seats remaining. Two succeeded in getting in, but they were the only ones accommodated for the first round—the moment that cry of "tiffin" went forth a huge host of people sprang from under the two or three small tables and clambered into seats. They had been in hiding, fearing to miss their one and only meal, and their ruse was successful. What a snug self-satisfied don't-care-it-do-have-another lot they were—at least that was the thought of the queue outside who waited impatiently for the "vacant chair." Then the outsiders began to clamour—"Look at them gorging themselves—come out of that you Gorgons, and make room for others."

GREAT WAITERS.

Fun apart, it was a pity that the passengers could not sit down all at once. But how could 60 plates ground 150 people? That was not the fault of the Y.M.C.A. at all. The catering had been left to other hands and we all had to take pot-luck. The lack was all right, but the pot wasn't big enough. One or two Y.M.C.A. men assisted the Chinese stewards. They scrambled into the oven and returned triumphantly with "Mrs Bay Mutton" or "The à la bouill." They ran races with each other round the deck, carrying plates in their hands and on their heads, until the humour of the situation dawned upon everybody and there was a general laugh. As a matter of fact the tiffin was a capital one in its way, but the insufficiency of plates disorganised things. Still everybody had his or her share, and what more could they expect?

By this time hilarity and joviality reigned supreme. There was none of that feeling—"No, we don't speak; they dine in the middle of the day, you know." Or as they would observe at home, in deprecation of sudden acquaintance—"No, I really don't care to

know them. They're the sort of people who say 'am instead of saying 'a n, as it should be.' MRS. BAY.

Mrs Bay proved to be a vast amphitheatre with nothing particularly striking about it except the breeze. But people gathered in knots and every now and then somebody would cry excitedly—"Oh, I say, look at that rock." We all looked and gazed and wondered that there should be such a thing as a rock in existence. We all thought rocks had been cleared away by Act of Parliament. One man caused a great sensation by shouting—"I see a hole in the rock;" whereupon we borrowed each other's glasses and again wondered that there should be holes in rocks. Not a soul recited poetry! The young men with charts endeavoured to locate that rock or this fissure, but the nearest they got to it was a creek which seemed to be somewhere off Chefoo.

A WORD FOR THE SKIPPER.

The amateur master mariners we had on board were legion. Whenever they felt tired they went up and told the captain where he was, and explained to him the mysteries of boxing the compass. The captain took it all in, like a man—a Y.M.C.A. man at that—and a brother. He believed everybody—a more genial, obliging and popular skipper could not have been found than the captain of the *Kwangtung*. Mothers looked upon him as a paragon of sailors when he patted the heads of their children and answered their queries. The amateur captain declared that he was the greatest seaman after Nelson and Vasco da Gama. While the young men and maidens made love under his very nose. A great skipper of a popular passenger boat.

THE PATALIST. In some gulf, Double Haven, the boat stopped and a few of the youthful indulged in water-polo. "Time's up!" hooted the whistle, but of course there was the usual fatalist who swam off after the boat began to move. Fortunately a lifebuoy was thrown to him, which he caught. The boat was stopped. A sampan sailed past the swimmer, but refused to see him. There was excitement on the *Kwangtung* but eventually the foolish youth was dragged aboard none the worse for his spell in the water. He detained the boat half-an-hour and the skipper did not even admonish him! The passengers did, however, and the ladies said he should be spanked.

AN IMPROMPTU FARCE.

Tea time was a great event. There were nearly ten tea-cups on board and 150 people clamouring for tea. Everybody, except the ladies of course, fended for themselves. They bombarded the galley, stormed the kitchen, helped themselves to sugar and milk and came away with a *soupçon* of tea, happy after the fray. Some drank out of cups—ah! the fortunate few. Some had tumblers and some were content with wine-glasses. But it all afforded subject for talk and consequently an impromptu entertainment was a great success.

SUMMING-UP.

Hongkong was reached about 6 p.m. The outing had been an unqualified success. The Y.M.C.A. and especially Messrs. Jellings and Moss, who worked like hatters for the good of the crowd—even going the length of blacking their faces by crawling through ovens and things after dainties—have to be congratulated on the result of their enterprise, and, if they only take the catering into their own hands next time, the trip will be the "greatest draw on earth." After all, without the incident of the plates the outing might have lost something of its charm, so it is not quite certain whether the experiment might not be repeated even down to the last detail of yesterday's excursion.

SHIPPING JETSAM.

MARINE INSURANCE MARKET.

London, July 7th.

Now that the Far Eastern waters beyond Singapore are believed to be free from Russian cruisers of all kinds, business is being fully resumed and war risk rates have dropped to a nominal level. For example, one British steamer has been waiting at Singapore with a huge cotton cargo from Bombay to Japan, which war rates of 60s. per cent. were paid. The hull, which was not covered, can now be insured for 7s. 6d. per cent. Lower rates even than this have been accepted on steamers from Saigon to Japan. Many underwriters are unwilling to accept war liabilities at less than 5s. per cent. for some time to come, since this rate does not do more than fairly cover the risk of loss through floating mines.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	110 1/2
Do. Demand	110 1/2
Do. 4 months' sight	110 1/2
France—Bank T.T.	237 1/2
America—Bank T.T.	106 1/2
Germany—Bank T.T.	193 1/2
India T.T.	141 1/2
Do. Demand	141 1/2
Shanghai—Bank T.T.	71 1/2
Singapore T.T.	91 1/2
Japan—Bank T.T.	92 1/2
Java—Bank T.T.	113 1/2
Buying.	
4 months' sight L/C.	111 1/2
30 days' sight L/C.	111 1/2
30 days' sight San Francisco & New York	106 1/2
4 months' sight do.	47 1/2
30 days' sight Sydney and Melbourne	111 1/2
4 months' sight France	241 1/2
5 months' sight do.	242 1/2
6 months' sight do.	243 1/2
Bar Silver	77 1/2
Bank of England rate	21 1/2
Sovereign	10 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

Per picul	
Malwa New	1,170/1,200
Old	1,250/1,280
Older	1,300/1,350
Oldest	1,400
Per chest	
Patna New	1,145
Old	1,175
Benares New	1,067 1/2
Old	1,000
Patna (Paper)	750/810

Today's Advertisements.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that THE CULTUUR MAATSCHAPPIJ BOGO-KIDOE, of Javastraat, Gravenhage, Holland, Sugar Manufacturers, have on the 10th day of June, 1905, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

"BOGOH" in the name of THE CULTUUR MAATSCHAPPIJ BOGO-KIDOE, who claim to be the proprietors thereof.

The Trade Mark has been used by the Applicants in respect of the following goods:—

SUGAR AND MOLASSES IN CLASS 47.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 8th day of August, 1905.

DENNYS & BOWLEY, Solicitors for the Applicants.

PUBLIC AUCTION.

THE Undersigned have received instructions from E. W. RUTTER, Esq., to sell by PUBLIC AUCTION,

ON

FRIDAY,

the 11th August, 1905, at 2.30 P.M., at the Imperial Bank of China Office, Prince's Building,

SUNDRY OFFICE FURNITURE,

Comprising:—AMERICAN ROLL-TOP DESKS, WRITING TABLES, OFFICE AND VIENNA CHAIRS, ELECTRIC FANS, a quantity of CANTON BLACKWOOD FURNITURE, MONEY SCALES, MARBLE-TOP ROUND TABLE, &c., &c., &c.

Also

One IRON SAFE, by James Black, London, One SALTER'S TYPEWRITER, and 2 CLOCKS, by J. W. Benson.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 8th August, 1905. [815]

PUBLIC AUCTION.

THE Undersigned have received instructions from E. W. RUTTER, Esq., to sell by PUBLIC AUCTION,

ON

SATURDAY,

the 12th August, 1905, at 2.30 P.M., within his residence, No. 3, Macdonnell Road,

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE,

Comprising:—

PLUSH-COVERED DRAWING ROOM SUITE, TEAKWOOD OVERMANTLES with BEVELLED GLASS, CARD TABLE, MOROCCO-COVERED ARM CHAIRS, MARBLE-TOP SIDEBOARD with BEVELLED GLASS, DINNER WAGGONS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, BRASS-MOUNTED DOUBLE BEDSTEADS with WIRE MATTRESSES, MARBLE-TOP BUREAU with BEVELLED GLASS, TEAKWOOD WARDROBE with BEVELLED GLASS, CROCKERY and ELECTRO-PLATED WARE, SOO-CHOW CURTAINS, LAQUERED TEA POYS, SHANGHAI BATHS, &c., &c., &c.

Also

A quantity of CANTON CARVED BLACKWOOD WARE.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 8th August, 1905. [816]

NOTICE OF REMOVAL.

WE have this day REMOVED to our new premises, Corner of CHATER ROAD and PEDDER STREET, opposite HONGKONG HOTEL.

KRUSE & Co. [811]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

THE Steamship

"GLENROY,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW.

Hongkong, 8th August, 1905. [814]

THE HONGKONG FROZEN FOOD SUPPLY.

THE DAIRY FARM CO., LIMITED, PROPRIETORS.

FINE FRESH SAUSAGES

Made by our European Butcher.

ONLY 25 CENTS A LB.

Hongkong, 8th August, 1905. [45]

Today's Advertisements.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON. THE Company's Steamship

"PALAMCOTTA,"

Captain E. H. Garland, will be despatched as above, on TUESDAY, the 15th instant, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, 8th August, 1905. [813]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BANCA,"

FROM HONGKONG AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 14th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

L. S. LEWIS, Acting Superintendent.

Hongkong, 8th August, 1905. [812]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 10th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 8th August, 1905. [810]

FITZ GERALD BROS. CIRCUS

AND MENAGERIE OF HIGHLY EDUCATED WILD ANIMALS.

The Greatest Circus organization ever having visited the East.

LOCATION: CAUSEWAY BAY.

Commencing SATURDAY, AUGUST 12th.

MATINEES WEDNESDAYS AND SATURDAYS.

An entirely New Company headed by THE

GREAT HERBERT TROUPE OF ANIEL GYMNASTS.

Who have solved the problem of Aerial flight. This is admitted to be

ONE OF THE GREATEST CIRCUS ACTS IN THE WORLD, and easily the Greatest Act ever imported to the East.

THE MOST WONDERFUL PERFORMING WILD ANIMAL ACTS ON EARTH

FROM CARL HAGENBECK, HAMBURG.

THE MARVELLOUS LION AND ELEPHANT ACT.

After doing several sensational tricks this performance concludes by the Elephant mounting a Tricycle with the Lion on his back and pedalling several times round the ring.

THE GREAT TIGER AND HORSE PERFORMANCE.

The only Tiger riding a Jockey Act.

THE COMIC ELEPHANT AND PONY SCENE.

These acts take place in a specially constructed ring 40 feet in diameter and caged in with steel bars 18 feet high.

OUR NEW BALLET.

HUMOROUS SIDE OF LIFE ON THE ROAD.

"No man unblest with a sense of humour should try commercial travelling. I remarked a well-groomed chap who sells suspenders and belts for a Broadway firm. A keen appreciation of the funny side of life is the lump of leaven in the daily routine of one night towns, junctions, hotel cookery and cotton mattresses. The travelling man who hasn't a sense of humour will inevitably yield to dyspepsia or nervous prostration. The man who has it can somehow forget his other troubles."

"For instance, one day last summer I landed in Baltimore. If you didn't know it I'd like to rise to remark that Baltimore in summer is not frigid; no, sir. I got there early in the morning after a night ride, cross and dirty. And I had a lot of customers to see. I made a rush for my room to take a sponge bath. There were no towels. There never are at that particular hotel. I rang for the chambermaid. She said she'd have 'em there in a minute. The minute grew to ten, mighty hot ones at that. I took the sponge and used the sheet for a towel. Then I went down and did not return until dark. I went to my room. Still no towels. Then I went downstairs and indulged in a few remarks to the proprietor or manager, whichever the man was. I didn't stop to ask his pedigree. As I went back to my room the corridor was dark—all the lights turned low on account of the heat or the price of gas, I don't know which—and just as I got to my door I heard a rumour in the room next to mine. The door was open and a man was saying: 'In the name of time, you never do anything right! Why didn't you bring 'em'—"

"With the memory of my grievance strong upon me; I paused just outside the open door and shouted, 'That's right, give it to her strong, and when you get through with her send her in to me. By George! I haven't sent a towel to-day. This is the worst managed house on my route.'"

"Well, everything stopped and I went into my room and slammed the door. In about five minutes, may be less, there came a knock at the door and I flung it open, thinking to find a repentant chambermaid, a well-set-up chap, grinning sort of cheerfully at me. He had two towels in his hand. 'Here, old man,' he said, 'I believe you want some towels, but that was my wife, not the chambermaid, I was talking to.'"

"May be I didn't feel cheap. At first I thought it was the owner of the hotel, but he came in and we had some ice water—and, well, something on the side, and a good talk, and I learned that he was a travelling man taking his bride on his trip, and I had just staved off their first warm quarrel by butting in. Yes I've met him several times since, and he always asks if I'm still kicking for towels."

"Then another hot night Pinkie and I struck a Pennsylvania mining town together. Pinkie is good-hearted and means well, but his flow of language is no profuse. We had had a hard day, nothing doing, weather too hot to allow any man to talk business, and we sat down at our open window with a nice cool pitcher between us and some good cigars. Pinkie was just explaining in picturesque language why no decent firm would send a man into such an inferno of heat and coal dust when a file and drum corps began to parade up and down, before the hotel. They were practicing for a firemen's tournament or something of the sort, and they couldn't keep in tune any better than in step. The leader would march 'em back and forth right past our window; it seems the big mogul was to sit on the day of the tournament."

"You couldn't hear Pinkie's picturesque remarks for the racket outside, and Pinkie doesn't like to waste his language, so he rose suddenly and crossed to the washstand. Say, they have the bluest pitchers at that hotel I ever saw. Pinkie picked up one that happened to be full and let it fly through the window. The best part of the deluge struck the bass drum, but midway it dropped a few drops on a siffle player who had side whackers a foot long. I can see him yet. Very carefully he deposited the water on the hotel steps and then began to wring out his whackers, for all the world as I've seen my mother wring clothes."

"Our window wasn't far from the ground, and the next things we knew the hand leader crawled right up on the ledge, yelling, 'Did you—'"

"He got no further. Pinkie saw him come in and lifted the wash basin, which was deep in proportion to the pitcher, and he yelled back, 'You bet I did, and I'll throw the whole wash-stand at you if you don't take your bunch of ear-splitters away from here! I don't know whether it was the size of the basin or the fashion of Pinkie's remarks, but the file and drum corps disappeared round the corner, with the first file still shaking the water from his whackers."

"Then he pulled out a bandanna and commenced mopping his head and complaining of the heat. I agreed with him that it was a record-breaking day, and with this encouragement he said, speaking quite boastfully: 'I bet you couldn't guess what is in that basket.'"

"It was too hot to guess, and I told him so. 'Well,' he said, obligingly, 'I don't mind telling you it's a man and a woman. He was an insurance solicitor, died of trying to work in the heat—no one ought to work in the heat in St. Louis—and it broke her up, so she died the very next day. Want to see 'em'?"

"I thought the man was crazy, but nevertheless I jerked my feet away from that basket and replied, 'Not on your life! Take 'em away!'"

"Oh, right," he answered, cheerfully, "but being as they're two as pretty urns as ever you'd get a chance to see I thought maybe you'd like to take a look at 'em before I took 'em up to his mother's house."

"And then I found out that he worked for a crematory and was delivering the ashes of the deceased couple in handsomely carved urns."

Shipping.

ARRIVALS.

Hellas, Ger. s.s., 1,559, H. Rohde, 6th Aug.—Hongkong 4th Aug., Coal—S. & Co.
Arratoon, Apar, Br. s.s., 2,331, E. Fey, 7th Aug.—Singapore 2nd Aug., Gen.—D. S. & Co., Ltd.
Yochow, Br. s.s., 1,506, J. H. Brown, 7th Aug.—Shanghai 4th Aug., Gen.—H. & S.
Promise, Nor. s.s., 714, E. Torstensson, 7th Aug.—Anping via Amoy and Swatow 4th Aug., Gen.—O. S. K.
Hansgang, Br. s.s., 1,356, S. Wilde, 7th Aug.—Shanghai and Swatow 3rd Aug., Gen.—J. M. & Co.
Katanga, Br. s.s., 2,159, Jas. McBride, 7th Aug.—Moj 3rd July, Coal—M. B. K.
Petrarch, Ger. s.s., 1,252, C. Ahrens, 7th Aug.—Amoy 5th Aug., Ballast—S. W. & Co.
Orestes, Br. s.s., 2,998, F. Chimes, 8th Aug.—Singapore 2nd Aug., Gen.—B. & S.
Banco, Br. s.s., 2,995, J. B. Ferguson, 8th Aug.—Singapore 2nd Aug., Gen.—P. & O. S. N. Co.
Chowai, Ger. s.s., 1,115, H. Textor, 8th Aug.—Bangkok 3rd July, Rice—B. & S.
Rubi, Br. s.s., 1,619, A. H. Nottley, 8th Aug.—Manila 5th Aug., Gen.—S. D. & Co.
Glenroy, Br. s.s., 3,141, T. Darke, 8th Aug.—Singapore 2nd Aug., Gen.—McG. Bros. & Gow.

Clearances at the Harbour Office.

Tonkin, for Saigon.
Tremont, for Keelung.
Hellas, for Shanghai.
Saxonia, for Shanghai.
Kwangshai, for Shanghai.
Kwangshai, for Swatow.
Bachuan, for Bangkok.
Eskdale, for Rangoon.
Orestes, for Shanghai.
Italian, for Pakhoi.
Glenroy, for Rangoon.
Kensington, for Salina Cruz.
Ho Tin, for Kwong-chow-wan.
Tian, for Manila.

DEPARTURES.

Tonkin, for Europe.
Armaton, for Shanghai.
Kensington, for Salina Cruz, (Mexico).
Hickath, for Sourabaya.
Pratt, for Swatow.
Aix, for Singapore.
Eskdale, for Rangoon.
Haitum, for Coast Ports.
Yochow, for Canton.
Hansgang, for Canton.
Tremont, for Tacoma.
Chinkiang, for Shanghai.
Fritzhof, for Shanghai.
Chinkiao, for Shanghai.
Tian, for Manila.
Italian, for Pakhoi.
Kwangshai, for Shanghai.
Choyang, for Shanghai.
Anghin, for Bangkok.

PASSENGERS ARRIVED.

Per Armaton, from Singapore—5 Europeans, and 405 Chinese.
Per Aix, from Manila—Messrs. Geo. E. Lorenz, W. L. Hay, W. J. Fisher, W. P. Pettus, W. F. Bockins, E. M. Owy, C. B. Day, E. A. Bown, E. Weehelberg, W. Rosenberg, W. L. Gunther, M. Evenburg, Miss Clara Rogers, Messrs. Ronald McCullough, Charles Warren, Wm. Schneidewind, Misses S. Corrado, P. Abanayan, Messrs. Wong Ah Yung, Ah Soon, Uy Tiao Fe, Mrs. A. Sim Paoo, Messrs. Yu Cacao, Yu Chiao, 25 Igorotes, and 95 Chinese.
Per Petrarch, from Amoy—Mr. Brennan.
Per Chowai, from Bangkok—Mr. Ferers.

Shipping Report.

Str. Hellas from Hongkong—Had fine weather, and light variable winds.

Str. Armaton from Singapore—Light SW. winds, smooth sea, and clear.

Str. Katanga from Moji—Strong SW. winds and high seas, since leaving Japanese coast.

Str. Hansgang from Shanghai—Moderate SW. wind and sea, and fine weather throughout.

Vessels in Port.

STRAMERS.
Acilia, Ger. s.s., 3,646, Schulke, 7th Aug.—Shanghai 4th Aug., Gen.—H. A. L.
Arabia, Ger. s.s., 3,868, H. Meisenstein, 3rd Aug.—Portland via Japan 2nd July, Gen.—P. & A. S. Co.
Athena, Br. s.s., 2,445, S. Robinson, R.M.R., 26th July—Vancouver, B.C., 26th June, and Shanghai 23rd July, Flour and Gen.—C. P. R. Co.
Battenhall, Br. s.s., 1,378, Chas. Sagar, 20th July—Sourabaya 20th July, Sugar—D. & Co., Ltd.
Bechuana, Br. s.s., 2,267, P. J. Gregans, 7th Aug.—Shanghai 3rd Aug., Gen.—N. Y. K.
Bourbon, Fr. s.s., 997, Ch. Sisco, 4th Aug.—Chefoo 30th July, Vermicelli—Wo Fat.
Capri, Ital. s.s., 4,193, C. Belsito, 3rd Aug.—Singapore 28th July, Gen.—C. & Co.
Cheung Chew, Br. s.s., 1,213, E. Edwards, 25th July—Singapore 19th July, Gen.—Chit-nese.
Doric, Br. s.s., 2,916, H. Smith, R.M.R., 31st July—San Francisco 1st July, Honolulu 8th, Yokohama 21st, Kobe 23rd, Nagasaki 25th, and Shanghai 29th, Mails and Gen.—O. & O. S. S. Co.
Empire, Br. s.s., 2,803, P. T. Helms, 7th Aug.—Kobe 1st Aug., Gen.—G. L. & Co.
Fooshing, Br. s.s., 1,423, T. Arthur, 5th Aug.—Samarang and Ports 28th July, Sugar—J. M. & Co.
Germania, Ger. s.s., 1,200, H. Juelg, 30th Jul.—Sydney 15th July, Coal—S. & Co.
Glenroy, Br. s.s., 3,000, McGilwray, 5th Aug.—Moj 31st July, Gen.—McG. Bros. & Gow.
Haiching, Br. s.s., 1,267, A. E. Hodgins, 5th Aug.—Fochow via Amoy and Swatow 4th Aug., Gen.—D. L. & Co.

Hanol, Fr. s.s., 738, P. N. Morles, 7th Aug.—Hoikow 6th Aug., Gen.—A. R. M.
Hohensolem, Ger. s.s., 6,660, O. Krafft, 20th July—From Genoa, Ballast—A. R. M.
Holstein, Ger. s.s., 985, A. Niejahr, 28th July—Haliphong and Hoikow 17th July, Rice—J. & Co.
Hongkong, Fr. s.s., 742, A. Sunzoni, 5th Aug.—Haliphong and Hoikow 4th Aug., Rice, Sugar, Pigs and Bullock—A. R. M.
Indravelli, Br. s.s., 3,758, S. Cullington, 2nd Aug.—Durban 30th June, Ballast—G. L. & Co.
Kallong, Br. s.s., 986, E. Finlayson, 2nd Aug.—Cebu and Hoikow 29th July, Sugar—B. & S.
Kohlschank, Ger. s.s., 1,202, C. Gokowich, 6th Aug.—Kohlschank 30th July, Rice—B. & S.
Lisa, Swed. s.s., 1,577, H. Horadahl, 21st July—Kobe 17th July, Gen.—Shun Tai S. N. Co.

Loongsang, Br. s.s., 1,093, A. E. Sandbach, 7th Aug.—Manila 4th Aug., Gen.—J. M. & Co.
Nam Sang, Br. s.s., 2,591, Geo. Payne, 29th July—Calcutta 15th July, via Penang and Singapore 24th Aug.—J. M. & Co.
Nansan, Br. s.s., 1,229, A. W. Brynall, 6th Aug.—Kohlschank 31st July, Rice—Chinese.
Phra Nang, Ger. s.s., 1,021, F. V. Mangeldorff, 2nd Aug.—Bangkok 27th July, Rice—B. & S.
Saxonia, Ger. s.s., 3,316, E. Hoppe, 7th Aug.—Singapore 1st Aug., Gen.—H. A. L.
Signal, Ger. s.s., 907, A. Bendixen, 30th July—Bangkok 23rd July, Rice and Wood—J. & Co.
Thyra, Nor. s.s., 2,419, P. M. Toyre, 3rd Aug.—Kuchinotzu 27th July, Coal—M. B. K.
Wallace, Br. s.s., 2,536, W. Smith, 2nd Aug.—Moj 16th July, Coal—S. T. & Co.
Zweena, Br. s.s., 1,740, J. Ewart, 1st Aug.—Rangoon 21st July, Kerosine—Chinese.

SAILING VESSELS.

Eclipse, Br. ship, 2,269, McBryde, 31st July—New York 14th April, Oil—S. O. Co.
Pass of Brander, Br. ship, 2,000, W. J. Ryder, 28th July—Philadelphia 14th April, Case Oil—S. O. Co.

Steamers Expected.

Vessel	From	Agents	Due
Manchuria	Manila	P. M. Co.	Aug. 9
Merionethshire	Singapore	S. T. & Co.	Aug. 9
Bengal	Singapore	P. & O. Co.	Aug. 9
Indraman	Singapore	J. M. & Co.	Aug. 12
Scandia	Singapore	H. A. L.	Aug. 12
Eastern	Penang	C. P. R. Co.	Aug. 12
Pratt	Colombo	M. & Co.	Aug. 16
Changsha	Sydney	B. & S.	Aug. 19
Ras Dara	New York	S. T. & Co.	Aug. 21
Aragonia	Portland	P. & A. Co.	Aug. 22
Willehad	Sydney	M. & Co.	Aug. 23

Hongkong & Whampoa Dock Returns.
Poschank, from Kowloon Dock.
Tak Mei, from " "
Paul Beau, from " "
Germania, from " "
Hans Wagner, from " "
Signal, from " "
Hongkong, from " "
Indravelli, from Comopolitan.

Ships Passed the Canal.

Outward—14th July—Indraman, Ulysses, 19th July—Barotie, Bengale, Freya, Pocahontas, 28th July—Alicious, Sultanah, Ernest Simon, Rhein, 2nd August—Swat, Gante, Bencheuch, Yunnan, Wray Castle, 4th August—Agamemnon.
Homeward—28th July—C. Ford Lister, 2nd August—Darmstadt, Siam, 4th August—Pera, Jason, Oceanian, Ping Sney, Siletia, (Buen).
Arrivals at Home—14th July—Polynesian, Bayern, Benalder, Hudson, 19th July—Sagovia, Indram, 19th July—Ceylon, Abregidde, Preussen, Whampoa, Sagami, Surata, Poona, Fallodon, Hall, Socotra, 28th July—Kintuck, Caladonien, 2nd August—Bismarck, Calchas, Sengambia, Denallion, 4th August—Bastis.

Post Office.

A Mail will close for:—
Hoikow and Haliphong—Per Hanol, 9th Aug. 9 A.M.
Swatow, Amoy and Auping—Per Premia, 9th Aug. 9 A.M.
Singapore, Penang and Calcutta—Per Namang, 9th Aug. 10 A.M.
Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver, B.C.—Per Alkanian, 9th Aug. 11 A.M.
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Empira, 9th Aug. 11 A.M.

Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, Vancouver, (B.C.)—Per Tairai, 9th Aug. 11 A.M.
Macao—Per Hwangshan, 9th Aug. 11.15 P.M.
Shanghai—Per Shooking, 9th Aug. 3 P.M.
Swatow, Amoy and Fochow—Per Haitum, 10th Aug. 9 A.M.
Singapore, Penang and Bombay—Per Capri, 10th Aug. 11 A.M.
Macao—Per Hwangshan, 10th Aug. 1.15 P.M.
Cebu and Hoikow—Per Kallong, 10th Aug. 3 P.M.

Tsingtau, Chefoo and Newchwang—Per Heilein, 10th Aug. 3 P.M.
Kobe—Per Changshan, 10th Aug. 4 P.M.
Shanghai—Per Hwangshan, 11th Aug. 1.15 P.M.
Manila—Per Loongsang, 11th Aug. 3 P.M.
Manila—Per Rubi, 12th Aug. 10 A.M.
Europe, &c., India, via Taitoria—Per Coromandel, 12th Aug. 11 A.M.
Macao—Per Hwangshan, 12th Aug. 1.15 P.M.
Ningpo and Shanghai—Per Yochow, 12th Aug. 3 P.M.
Macao—Per Hwangshan, 14th Aug. 1.15 P.M.
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Trina, 14th Aug. 3 P.M.
Amoy, Swatow and Rangoon—Per Palam-col, 14th Aug. 3 P.M.
Singapore—Per Hwangshan, 15th Aug. 1.15 P.M.
Singapore—Sourabaya and Samarang—Per Fochow, 15th Aug. 2 P.M.
Weihaiwei and Tientsin—Per Wosang, 15th Aug. 2 P.M.
Europe, &c., India, via Taitoria—Per Prinz Heinrich, 16th Aug. 11 A.M.
Swatow, Weihaiwei, Chefoo and Tientsin—Per Chihli, 16th Aug. 3 P.M.
Frederick, Wilhelmshafen, Herberstbohe, Matupi, Brisbane, Sydney and Melbourne—Per Prinz Sigismund, 22nd Aug. 11 A.M.
Manila—Per Zoffro, 26th Aug. 11 A.M.

Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at 9 a.m.

Mails for Namtso, Saibus, Kooomoon, Kunkuk, Samshui, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m.
No mail will be closed for Canton on Saturday evening.

On and after 15th July, 1905, the rate of postage on letters from Hongkong and the British Postal Agencies in China to Australia will be at the rate for 4 cents for each half ounce instead of 2 cents as at present.
The rate of postage on letters from Australia to Hongkong and the British Postal Agencies in China will be reduced from 2d. to 2d. for each half ounce.

VISITORS AT THE HOTELS.

HONGKONG.
Bingham, Mr. & Mrs. Lewis, A. R.
J. E. and child
Birbeck, R. J.
Bissell, W. S.
Bisney, S.
Bonner, E. A.
Brennan, H. H.
Brighton, F. G.
Broughall, L.
Bonner, Mr. and Mrs.
W. C.
Camin, E.
Carpe, W. L.
Chambers, Mr. & Mrs.
H. K.
Clark, Hon. Dr. Francis
Clark, Mr. and Mrs. A. Packer, B. L.
R. G.
Clark, M. O.
Clark, T.
Clegg, R. M., Eng. Lt.
and Mrs. H. I.
Cunningham, G.
Davis, F. O.
Doollittle, F. H.
Douglas, Capt. & Mrs. J.
Downing, Mr. T. C.
Ferraud, L. M.
Fletcher, H.
George, H.
Glover, C.
Graw, Dr. F.
Groves, Mrs. P.
Gunther, W. L.
Hall, Capt. T.
Harding, R.
Hurst, R. M., Engineer.
Capt.
Innes, Capt. R.
Kerr, F.
King, E. N.
Laird, A. H.
Large, B. J. C.

Evans, Mr. and Mrs. Holmes, N. M.
Pinkers and child
Goodwin, W. H.
Hall, J. S.

Macdonald, D.
Marriott, Dr. O.
McCullough, E. R.
McKie, Mr. and Mrs.
Merles, Mrs.
Miller, P. L.
Moon, Mr. & Mrs. E. M.
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Newington, A. G.
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